

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report _____ 19 _____ When handed in at Local Office 14 APR. 1938 Port of SUNDERLAND.

No. in Reg. Book. 37177 Survey held at Sunderland Date, First Survey Apr 7 Last Survey Apr 8 1938 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel AELYBRYN

Tonnage Gross 4986 Vessel built at Sunderland By whom W. J. Laming & Sons, Ltd. When 1938
Net 2941 Engines made at Sunderland By whom R. S. Mann & Sons, Ltd. When 1938

Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) _____

No. of Main Boilers _____ Owners Minister Steamship Co. Ltd Owners' Address _____ (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____ Port Fulham Voyage _____

Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock Grimsby (state name of Dock.)

in Donkey Boilers _____ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER: for Special Survey Date of last Survey and of Periodical Surveys. for ordinary survey. Machinery and Boiler Surveys (including date of N.B. if any).

100TH
(Class contemplated)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. No. not required.

Was a damage report made by anyone else? If so, by whom? See Underwriter's papers.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler _____ Present condition of funnel(s) _____

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____ and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____ and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____ and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has shaft now been changed? no If so, state reasons _____

Has the shaft now fitted been previously used? _____ Has it a continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Work done for Damage :-

Noted to have been caused by the vessel striking a heavy wall whilst being received from South Dock Sunderland on 1st April 1938.

Funnel placed in dry dock for boiler and outside fastenings examined. The tip of one blade of the bronze propeller found bent & worn.

Repair for Damage :-

The propeller removed, the pitch checked by the Engine Builders & found in order, the tip filed and a small piece bent in & dressed off.

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or R.L.M.C. 140 lb., E.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and suitable, in my opinion, as claimed without fresh Record.

Survey Fee (per Section 29) £ 2 2 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 14 APR 1938

Received by me, S. J. R. S.

FRI. 22 APR 1938

Committee's Minute

Assigned

See Old. No. 32349

Engineer Surveyor to Lloyd's Register of Shipping

L. R. S.

Lloyd's Register Foundation

W1142-0121

Insert Character of Ship and Machinery precisely as in the Register Book.

If so, to be sent to